THE WEEKLY NATIONAL INTELLIGENCER.

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NATIONAL INTELLIGENCER.

LETTER FROM LADY FRANKLIN TO THE PRESI-DENT OF THE UNITED STATES

We have pleasure in transferring to our columns, from the Newark (N. J.) Eagle of Thursday, a very interesting letter from Lady FRANKLIN to the President of the United States. The Editor of the "Eagle" states that it was obtained for publication,

Hon. RODMAN M. PRICE, House of Representatives : Sin: I have the honor to scknowledge the receipt of your note of the 8th instant, and, with the President's leave, to comply with its request by transmitting herewith

a copy of Lady Franklin's letter to him. I have the honor to be, very respectfully, your obedient DANIEL WEBSTER.

LADY FRANKLIN'S LETTER.

LONDON, JANUARY 22, 1852. Sin: Though this is not the first occasion on which I have ventured to address the President of the United States on a subject of heartfelt interest to myself and to many, yet I should have hesitated to intrude myself on your attention at the present time, had I not believed it to be my duty to express to you the sincere and profound gratitude I feel for the service which has already been rendered to the Arctic cause by the United States Government. In accepting from my generous friend and benefactor, Mr. Grinnell, the two vessels which he so nobly placed at their disposal for the search, and giving the command of them to officers of the United States Navy, with all the privileges and obligations attached, you both adopted the cause for which this kind concession was made, and secured the good conduct if not the success of

How ably that expedition was conducted, what proofs it gave of noble daring and indefatigable energy and perseverance, has been related to me by those who were eye-witnesses of its achievements, and who were proud of having such noble coadjutors. It would have been strange in deed if the hearts of British officers had not warmed towards the generous men who were joining with them like brothers for the recovery of their lost countrymen, competitors in a cause in which all the risk was divided, but all the gain in the restoration to us of our friends (if haply such had rewarded their efforts) would have been ours. May our two great and noble countries never be engaged in a strife less generous and less friendly! It has so happened that even the untoward circumstan-

ed the American vessels to drift out of

That, after the winter of unparalleled anxiety and suffer-ing which followed the movement above alluded to, your brave commanders should have struggled to make their way back to the region from which they had been forcibly expelled, when the whole impracticable field of ice in Baffin's Bay lay between it and them, and should have yielded at last only to the fiercest obstacles, is a proof of indomitable courage and perseverance of which their coun-try may well be proud, and which we with kindred hearts look upon with approving sympathy.

ook upon with approving sympathy.

The two little vessels which, under such commanders have thus distinguished themselves, are now again offered by Mr. Grinnell to the American Government. In so do-ing I believe he has the honor of his country at heart no less than the cause of suffering humanity. An American citizen may desire that, having once embarked in the good cause, his country should generously persevere in it; that in the ferre war with the elements she should again send forth her hardy sons; that in the noble race who shall first forth her hardy sons; that in the noble race who shall first carry succor to the long lost navigators, who are perhaps yet straining their eyes and stretching out their hands for help, she should again be equal to the foremost. It would be unbecoming in me to say all that I feel on this heartfelt subject. Our debt of gratitude is already a heavy one. We wait with deep anxiety, but without any presumptuous confidence, the result of Congress, persuaded that in you, sir, we have a friend no less favorably discorded to the property of the p posed to help us than was your distinguished predecessor In the mean time, believing that you may not yet have ar

In the mean time, believing that you may not yet have arrived at any decision, it may be permitted to me to submit to you a few considerations bearing upon the hopes we still entertain—nay, which we entertain even more than ever—that a renewed search will lead to some positive and happy termination of our anxieties.

The results of the late operations of the allied squadrons, though falling short of our hopes and expectations, are neither insignificant nor devoid of great encouragement for the future. They prove, in the first place, that the missing ships escaped all the catastrophes which the faint-hearted and despairing had predicted of them in their outward voyage, and arrived in safety at the first winter-quarters, where were the graves of these men belonging to the Discovery ships, and buried apparently with great care and decorum, attest that the rest of the ships' companies were not only in life, but (as other unmistakeable signs combine to prove) in circumstances of security, comfort, and plenty, and full of vigor. Again, the future field of search has been narrowed, the explorations of Captain Austin's officers over the ice carried on with a spirit and perseverance which make me proud that they are my countrymen, having shown that our ships could not have nursued a southwest course, while the discounts of the surveyed a southwest course, while the discounts of the surveyed a southwest course, while the discounts of the surveyed a southwest course, while the discounts of the surveyed a southwest course, while the discounts of the surveyed a southwest course, while the discounts of the surveyed as southwest course, while the discounts of the surveyed as southwest course, while the discounts of the surveyed as southwest course. they are my countrymen, having shown that our ships could not have pursued a southwest course, while the dis-coveries of Captain Penny, conducted with equal energy doubt that the clear water he there came upon was first opened by my husband's ships, and that they pursued their way towards Behring Straits in a high northern lati-tude. Thus our future efforts have a more confined and definitive aim. It may be affirmed that the lost navigators are now to be looked for, with every hope of success, in the space lying between 100° and 180° of west longitude, and any parallel of lititude north of 75°. It would tude, and any parallel of lititude north of 75°. It would appear, therefore, that, to secure the completeness of the search, it should be commenced simultaneously at both ends, and that no single expedition going up Wellington Channel should be considered to have exhausted its work till it emerged in Behring Straits, or, in other words, accomplished a northwest passage; nor any expedition starting from Behring Straits deem its object attained till in comes out in Wellington Channel or Baffin's Bay, or in other words, performed the northeast passage. Our own Government, I fear, intend to limit their efforts to an eastern expedition up Wellington Channel. There we

eastern expedition up Wellington Channel. There remains for the search by Behring Straits only a small private expedition, set on foot by a generous individual in this country, who is devoting his private means and his personal efforts to the enterprise. this country, who is devoting his private means and his personal efforts to the enterprise.

Another fruit of the late expeditions is the knowledge they have given us of the power of steam to overcome obstacles before supposed to be insurmountable. So successful has been this result that it is probable a powerful steamer might be able, in one season, to make a progress which it would take successive years to accomplish without, or which might never be accomplished at all.

Scarcely less satisfactory is the experiment that has been made of long journeys by sledge and on foot over the ice in winter or spring weather. Hundreds of miles of coast have been thus examined. Lastly, we derive infinite comfort from the proofs which the late expeditions have given us that considerable resources exist in these northern portions of the Artic regions which have now been

approached for the support of human life, and very satis-factory also is the additional experience gained in confir-mation of all former evidence that the Arctic climate is in itself favorable to health, and that the loss of life attend-ing the expeditions is, in spite of all the risks and acci-dents incidental to them, far less than the average of mor-tality in any other quarter of the globe. With these facts before us, and with no proof or even sign of any sudden calamity having overtaken them and cut short their pro-gress, it seems not presumptuous, but within the bounds of a reasonable and modest calculation of probabilities, to conclude that the lost navigators have only not been found which have been made to come upon their track, limited as their efforts have hitherto been to the duration of a single season. The discovery ships were years ahead of all their pursuers, and, while the latter had advanced hardly beyond its starting post, they were struggling towards the goal. If misfortune has indeed overwhelmed them—and how should I dare refuse to believe in such a seasibility. them—and how should I dare refuse to believe in such a possibility!—it has been in the strenuous and ardent pursuit of their duty, and not in the early and timid abandonment of it, as they would seem to imply who gratuitously suppose that our brave countrymen turned back at the end of a single winter, and perished on their way home! It was the known determination of my husband (and is recorded by him in his last letters from the borders of the ice) to renew his attempts year after year, and if folled on one direction to try another.

Similar agents have placed the commercial mouth of the Amazon, not where that river empties into the coesan, which is more the Equator, but they have removed it far about the suppose of the interest of the interest of the interest of the Amazon, not where that river empties into the coesan, which is more the Equator, but they have removed it far

whose name is imperishably connected with the Arctic cause, and which was fervently responded to by every Englishman and American present, will guide my country's councils and touch the hearts of all who can lend a helping hand to its fulfilment! It will be a matter of wonder, indeed, to future generations if so many costly efforts made year after year should be suffered to end in a first small year after year should be suffered to end in the sum of the force of the winds and set of the currents, be drifted out upon the broad ocean through the Florida pass.

The prevailing winds at the mouth of the Amazon are the southeast trade winds, and no vessel coming out of the southeast trade winds, and no vessel coming out of the southeast trade winds, and no vessel coming out of the southeast trade winds, and no vessel coming out of the southeast trade winds, and no vessel coming out of the southeast trade winds, and no vessel coming out of the southeast trade winds, and no vessel coming out of the southeast trade winds, and no vessel coming out of the southeast trade winds, and no vessel coming out of the southeast trade winds, and no vessel coming out of the southeast trade winds. sons, who went out to peril their lives at her bidding, nor in disclosing the fate to which, in the steadfast perform-ance of their duty, they may have fallen the victims; nor yet in making the after-mission of mercy and humanity subserve the interests of science, and lead to the solving of that great geographical problem which has for centuried engaged the attention of the civilized world, and was the

other restrictions than the accomplishment of the one object or the other, so long as the lives of those employed were not necessarily sacrificed, we might not perhaps have had to mourn over a series of bitter disappointments. It is only by having the same objects in view as the original expedition, and pursuing it with the same to solve the steadfast perseverance, that we can hope to solve the steadfast perseverance, that we can hope to solve the steadfast perseverance, that we can hope to solve the steadfast perseverance, that we can hope to solve the steadfast perseverance, that we can hope to solve the steadfast perseverance, that we can hope to solve the steadfast perseverance, that we can hope to solve the solv

mystery.

Hitherto our efforts have scarcely advanced beyond the Hitherto our efforts have scarcely advanced beyond the threshold of the field of search; the gates of entrance and egrees have been besieged. All the intervening space, many degrees of longitude in extent, have never been entered or looked at. I have ventured to allude to the extent of the mouth of the Amazon. On that highway the Southern Atlantic ports of the United States occupy the position of the treme interest and importance of this question to England and America, in a geographical and scientific point of view, and to deprecate the loss of opportunities which will never occur again probably in the present century. It is to other motives, however, and to a deeper and holier feeling than the love of glory or the thirst for knowledge.

tried course by which to attain the one object.

I know that my surest ground of hope is in the promptings of a great people's humanity towards the suffering and forlorn navigators of the same race and language as themselves, and in their generous sympathy with the mourning relatives and friends. For myself, I need not say, neither the acquisition and advancement of science, nor even the glory of my country, in the impulse which moves me. I seek only the resoue of a beloved husband and of their course into a position of great danger have been of service to our cause, since by this extraordinary movement the ships were carried to a greater distance up that channel which it is believed my husband pursued in his passage to the northwest than any of the other ships had then or have since been able to attain, and thus have proved what we should otherwise have been ignorant of, that the ice which at one time seemed to form an important of, that the ice which at one time seemed to form an important of, that the ice which at one time seemed to form an important of, that the ice which at one time seemed to form an important of, that the ice which at one time seemed to form an important of, that the ice which at one time seemed to form an important of, that the ice which at one time seemed to form an important of, that the ice which at one time seemed to form an important of, that the ice which at one time seemed to form an important of, that the ice which at one time seemed to form an important of, that the ice which at one time seemed to form an important of, that the ice which at one time seemed to form an important of, that the ice which at one time seemed to form an important of, that the ice which at one time seemed to form an important of, that the ice which at one time seemed to form an important of, that the ice which at one time seemed to form an important of, that the ice which at one time seemed to form an important of, that the ice which at one time seemed to form an important of the other ships had the interest of the interest of a beloved husband and of his brave and devoted companions and followers, many of whom are my friends—all of whom are my country, is the impulse which moves were the glory of my country, is the impulse which moves we have seen in the interest of moves and devoted companions and followers, many of the other ships had the interest of moves and devoted companions and followers, many of the other ships had the interest of moves and devoted companions and followers, many

I seek to move the hearts of others.

Forgive me, sir, if, confiding in your characteristic benevolence and kindness of heart, yet never forgetting how urgent and engrossing are the duties you have to perform in your exalted position, as head of the great Republic, I have presumed too much and at too great length on your forbearance.

I have the honor to be, with great respect, sir, your object servant, JANE FRANKLIN. lient servant, His Excellency the PRESIDENT of the United States.

As appropriate to the above, we subjoin a letter from our liberal countryman, Mr. George Peabody, of London, to W. S. Wetmore, Esq., of New York, who has kindly permitted its publication:

LONDON, MARCH 4, 1852.

DEAR SIR: By last New York papers I observe that the liberal Mr. HENRY GRINNELL has offered his vessels for another expedition of discovery in search of Sir John Franklin and his companions of the ships "Erebus" and Terror," and memorials were being presented to Congress for an appropriation to defray the expense. I hope of votes and appropriations of money for such objects, as sphere. of votes and appropriations of money for such objects, as well as of the short time remaining to make the required arrangements for the comfort and safety of our brave offi
The Amazon takes up the list where the Mississippi leaves

GEORGE PEARODY

MR. GRINNELL'S EXPEDITION .- The New Yor Express of Saturday says :

"We learn that Mr. Grinnell's ship Advance has been thoroughly overhauled in the sectional dock, and that she is now ready for sea. Mr. George Peabody, the wealthy American banker, of London, has expressed his readiness to co-operate with Mr. Grinnell in starting another Artic expedition from this port, by authorizing drafts to be 36° north. Consequently, none of the climates due any made upon him for \$10,000 toward that purpose, and if American banker, of London, has expressed his readiness

The London Times comments upon the fact that in nine cases in ten of wreck or disaster at sea, many lives are lost because the boats provided expressly for such emergencies are either out of order or cannot be used. Sometimes a plug is missing; the irons will not swing readily; the boat is store by unskilful management; rubbish of all sorts is piled upon them; and, owing to these or other causes, it is almost invariably the case that one or more of the life-boats provided is entirely disabled. The Times suggests, as a remedy for this, that it should be a regular part of duty on board ship to see that every thing about these boats is in perfect order, and to exercise the crew in getting them out and ready for service. The time and labor would be abundantly repaid by the increased efficiency of these protective arrangements in case of danciency of the Amazon, with all, and more than all, the clior life-boats, &c., and then for want of proper care allow them to become utterly useless.

WESTERN POETRY .- The fertile and exuberant We der the fervid heat of the Kossurn excitement, has proceed the following morecau:

"There's a musterin' of nations, A wakin' up of snakes: The devil's broken out again, And all creation shakes."

COMMERCE WITH SOUTH AMERICA.

The memorial of M. F. MAURY, a Lieutenant in the Navy of the United States, to the Senate and House of Representatives in Congress assembled, respectfully showeth: That he has for a number of years been engaged with investigations concerning the winds and currents of the sea, particularly as it regards their bearings upon comree and navigation.

In the course of these investigations many facts and onsiderations have been suggested which have a practical bearing upon some of the great interests of state, and your memorialist hopes, therefore, that he may be pardoned for spreading before your honorable body some of the re-sults and conclusions to which he has been led.

On account of the currents which flow through, and the winds which blow over, the Gulf of Mexico, the Gulf

winds and currents, both of which are directly in the teeth of all sailing vessels that attempt to steer such courses. Passing a few leagues to the North, the outward-bound

express object of this my country's latest effort.

I cannot but regard the rescue of my husband and his companions and the accomplishment of the new passage as nearly identical objects. Had the researches which have hitherto been made in vain been subjected to no other restrictions than the accomplishment of the one ob-

they must first steer north to cross the belt of northeast trades, and in doing so they must pass by our doors. Therefore, for the peaceful and practical purposes of

If we regard the whole continent of America at one view, we observe that in the Equatorial regions it is nearthat I trust, when the image rises before me of your national flag again floating in peaceful union with ours on the Arctic seas, of your dauntless ships again gloriously competing with our own on the same common ground of search, or boldly striking out some entirely new and unions. It is that this land-locked arm of the sea is separated from the Pacific land-locked arm of the sea is separated from the Pacific on the west by a narrow neck of continent called "the Isthmus." On the north, this same arm of the sea re-

cial receptacle, we may search the world in vain for another such feature in physical geography wherewith to compare it. It is unique; and for its commercial capa-bilities it must forever remain upsure seed and unconstluness of the heart which arises from hope deferred, they cannot but remember the half-uttered words unheard by my husband, which revealed the purpose of my heart, though at the time they might have appeared to have a lighter meaning. Helpless myself to redeem this pledge, I seek to move the hearts of others.

It has a semi-continent on the north, and another on the south. When it is seed time on one side of this continent on the north, and another on the south. When it is seed time on one side of this continent on the north, and another on the south. When it is seed time on one side of this continent on the north, and another on the north, and another on the north, and another on the south. When it is seed time on one side of this continent.

It has a semi-continent on the north, and another on the south. When it is seed time on one side of this continent.

It has a semi-continent on the north, and another on the south. When it is seed time on one side of this continent.

It has a semi-continent on the north, and another on the south. When it is seed time on one side of this continent.

It has a semi-continent on the north, and another on the south. When it is seed time on one side of this continent. livery of the new crop takes place from the north, a fresh crop from the south will be in the act of coming forward. The Mississippi river gives drainage and a commercial outlet to the largest and the most fertile valley in the northern hemisphere. The river basin of the Amazon (for the Orinoco is connected with it by a natural canal, and therefore belongs to the system) is the largest and most

therefore belongs to the system) is the largest and most fertile in the world.

The Mississippi, taking its rise near the parallel of 50° of north latitude, runs south. At every step it changes its latitude; with its latitude its climates are changed; with its climates the productions on its banks are also changed. Consequently, the trader, as he descends the Mississippi, beholds at every turn some new article of produce, some fresh variety of merchandise offering for commerce, and by the time he crosses the Tropic of Cancer and bounds out through the commercial mouth of this river upon the blue waters of the Atlantic ocean, he will have crossed the climate and the region for every agricultural staple, and ranged through all the capacities of field and forest in the northern hemisphere, from barley, furs, and peltries, down to the list of tropical productions.

The Amazon, on the other hand, runs east, and its navi-

The Amazon, on the other hand, runs east, and its navi gress for an appropriation to defray the expense. I hope that Congress will nobly respond to what appears to be the feeling of the nation; but, aware of the uncertainty down towards the Circle of Capricorn in the other hemi-

arrangements for the comfort and safety of our brave officers and men who are willing to risk their lives in the undertaking, and anxious, if failing in Congress, that the expedition should still proceed, I have to request you, in such an event, to subscribe for the purpose, in my behalf, the sum of ten thousand dollars.

The Amazon takes up the list where the Mississippi leaves it, and, commencing with sugar, it yields in great profuction, and of fine quality coffee, cochineal, cocoa, and cotton, tobacco, hemp, and indigo, india-rubber, wax, gums, drugs, and resins, with cabinet woods and dye-stuffs of great beauty and of infinite variety. This splendid river basin completes the commercial round by the addition to the above list of many other articles from the field, the forest, and the mine, of rare value or great worth.

In the commercial circle these two river basins are the supplements of each other; what one lacks that the other has to spare.

The foundations of commerce rest upon diversity of cli-

mate; for without diversity of climate there can be no diversity of productions, and consequently no variety of produce, which begets barter and thus gives rise to com-

made upon him for \$10,000 toward that purpose, and if the Government can spare the requisite officers and men, numbers being ready to volunteer if permitted, there is every reason to believe that the Advance and Rescue may sail once more on their voyage of peril and mercy, as there is still hope that the fate of the missing navigators may be ascertained."

The London Times comments upon the fact that in nine cases in ten of wreck or disaster at sea, many lives are lost because the boats provided expressly for such emerging the irons will not swing readily; the boat is stove by unskilful management; rubbish of all sorts is piled upon them; and, owing to these or other causes, it is almost invariably the case that one or more of the life-boats provided is entirely disabled. The Times of the missing the produce and the merchandise of the life-boats provided is entirely disabled. The Times of the life-boats provided is entirely disabled. The Times of the life-boats provided is entirely disabled. The Times of the parallels between 36° nerth and the equator are to be found in Europe, and if not the climates, certainly not the productions.

Now, it is a fact in physical geography that is worthy of remark in this connexion: Where the continent of Europe ends, at that degree of latitude begin the river in this connexion: Where the continent of Europe ends, at that degree of latitude begin the river where the continent of Europe that has ever ventured abroad with her merchantmen in search of it. And why? Simply because the latitudes and the climates and consequently, not the productions of India were not to be found in Europe; and the Europeans, wanting them, sent to India for them. In like manner, the people of India wanted the productions of Europe. Hence barter and the foundation of the life-boats provided is entirely disabled. The Times of the life between 36° nerth and the climates, certainly not the productions.

Now, it is a fact in physical geography that is worthy of remark in this connexion: Where the continuen

valley of the Amazon, with all, and more than all, the cli-mates, and soils, and agricultural capabilities of India

tion, from our Southern ports to the mouth of the Ams-zon is not as many days as India used to be in months

from Europe.

The valley of the Mississippi extends, according to the computation of physical geographers, over an area of 982,000 square miles. That of the Amazon and its confluents, with the Orinoco as one of them, embraces that

vast area more than twice over. The great Amazonian val- | to make sailors of, but we have never yet heard of young | PRESBYTERIAN GENERAL ASSEMBLY—New School

wind through an inland navigation of such an exexcircle the earth three times. It is set down h as 80,000 miles. The Amazon is said to be navi-for vessels of the largest class up to the foot of the s; the Pennsylvania 74 may ascend that high. And

Were this valley settled up and subdued to cultivation,
"the Indie," in a commercial sense, would thereby be
lifted up and placed at our doors; for all the productions
of the East flourish there. And so jealous and afraid of
such a result was Portugal, in her day of East India possessions and commerce, that by a royal ordinance is became unlawful to cultivate in the great Amazon basin a
in the publics of Ecuador, Peru, and Bolivis have
the provinces upon the head navigable waters
of the free navigation of the Mississippi for that
of the Amazon and its tributaries, would at once and withof the Amazon and its tributaries, would at once and withof the Amazon and its tributaries, would at once and withof the Amazon and its tributaries, would at once and withof the Amazon and its tributaries, would at once and withof the Amazon and its tributaries, would at once and withof the Amazon and its tributaries, would at once and withof the Amazon and its tributaries, would at once and withof the Amazon and its tributaries, would at once and withof the Amazon and its tributaries, would at once and withof the Amazon and its tributaries, would at once and withof the Amazon and its tributaries, would at once and withof the Amazon and its tributaries, would at once and withof the Amazon and its tributaries, would at once and withof the Amazon and its tributaries, would at once and withof the Amazon and its tributaries, would at once and withof the Amazon and its tributaries, would at once and withof the Amazon and commerce and the United States to Rio in the labit of uncertain, and our merchants are falling into the habit of
conducting their Brazilian correspondence through England. There is a monthly line of steamers thence to Rio

Its time of going is twenty-nine or thirty days. The average sailing passage from New York to Rio is from forty
to fifty days.

New there is a line of steamers from Para, at the mouth
of the Amazon, to Rio. A line from Norfalk to Para, equalling in speed t

or inch provinces upon the head navigable vaters of the constant of the received of the free navigation of the Mississippi for that of the Amnzon and its tributaries, would at once and without more ade give rise to a considerable commerce. As to its propective value and importance, it is useless to

Pacific coasts of those republics a valuable portion of that York. No direct encouragement to steamship enterprises trade which now goes around Cape Horn, and reaches has been given by the Government to any port south of this Amazonian watershed by transportation on the backs of sheep and asses across the summits of the Andes. A remarkable feature in the profile of the South Ame-

rican coast line is its want of articulation.

The shore line of that part of the world is almost as stiff and rigid as are the three sides of a right-angled tri-

angle, which it resembles.

It is without any considerable indentations, and nowhere among the Southern continents do we find those jutting promontories and peninsulas, or those encircling arms and gulfs of the sea, which in the northern hemisphere so increase the length of shore line, and give that articulation to the continental profiles which enable ships, as in the Mediterranean, the Red Sea, the Gulf of Mexico, about the peninsulas of India, and the northern seas of Europe, to sail up isto the interior, and penetrate with commerce the very heart of countries that, but for such indentation of shore line, would be thousands of miles

At best, trading vessels by sea can but fringe with commerce the outskirts of South America; for its shore line, as already mentioned, is without indentation. As yet the heart of that country has never been touched; and unless its magnificent rivers and majestic sheets of fresh water be opened to navigation, the commercial enterprise of the world never can reach the great interior of South America. Naturally the whole of that continent, except the narrow strip between the summit of the Andes and the Pacific ocean, slopes down to the Atlantic. It is tributary to the Atlantic, and into the Atlantic it is destined to pour its Plata embraces an area larger than the continent of Europe. The navigation of those streams would divert a large portion of the Cape Horn trade and throw it at our gine is in operation on feet; for we perceive from the statements already made tion of motive power: that, on account of the winds and currents of the sea, the that, on account of the winds and currents of the sea, the mouth of the Amazon is in close physical connexion with our Southern ports; and to make that connexion one of business, profit, and friendship, we have but to devise a plan which, by encouraging commerce and navigation there, shall, with the concurrence of the Powers concerned, give an impulse also to the settlement of that valley, and secure to our merchants the right of trade up and down that size of the sead liberal terms of the sead liberal terms.

that river on fair and liberal terms.

Bearing in mind, therefore, all these things, and taking into consideration the geographical position of that river basin, and our situation with regard to its outlet; considering its climates, its soils, its resources, and its capabilities; that the foundations of its prosperity are to rest on a liberal commercial policy, and that its industrial pursuits must receive a tone, character, and direction from those who conduct that commerce; considering mutual interests and good will; considering, also, that this river basin is for the most part a wilderness, and that it is therefore like wax to receive impressions from com-merce; considering, too, that the laws of Brazil touching immigration into that valley are said to be of the most immigration into that valley are said to be of the most liberal character; considering, moreover, the toleration of those laws, and the classes of people who are already there: considering all these things, let it be represented, your memorialist is deeply impressed with the importance of the subject. He beholds in it a question of immense magnitude. The question of navigation and commerce with the Amazon and up the Amazon—the greatest river and the most fertile river-basin in the world-is the

greatest commercial question of the world.

The bearing and the influences of such a question upon the future well-being and prosperity of this country can-not, for their scope and extent, be taken in, unless by the ost expanded view of the most farsighted statesmanship most expanded view of the most farsighted statesmanship. Your memorialist, therefore, prays for such constitutional and rightful legislation on the part of your honorable bodies as shall tend to encourage commerce and navigation with that magnificent water-shed—among the collateral results incident to a judicious course of legislation. Now, upon such a subject may be counted, sooner or later, a tide of immigration there, followed by settlement, tillage, which in turn will lead to the development of the boundless commercial resources of that unparalleled region, and to the establishment of those business ties, social relations, and happy connexions which active commerce and frequent intercourse never fail to beget between nations.

drugs, or spices, or gums, or cocoa, or rice, or tobacco, or neglect will be the stoppage of the engine. The present some other of the great staples of that valley; but, be it what it may, he has enough to give largely in exchange with us for all the manufactured articles, whether of fancy, necessity, or luxury, that he craves the most. In the long list of what the immigrant there will require of us may be included that great assortment of goods known as "Yankee notions;" also, pickled beef and pork, hams, and flour, butter, lard, and the like; for the climate of the Amazon is not favorable to the production and stowage of any of these things. It is particularly unfavorable to the curing of meats and the grinding of flour; it is also unfavorable for all in-door occupations; and in the settling up of the valley of the Amazon, considering that New York and Boston are but eighteen or twenty days under canvass from the mouth of that river; considering that the winds are fair for going and free for coming, and that the winds lantic ports of the United States are the only market-places for which the winds are thus propitious; considering all the physical advantages which we thus enjoy, and repected, whenever the tide of immigration, guided and sus-tained by American enterprise and energy, shall begin to set into that valley, that New York and Boston, with the manufacturing States, will have to supply those people with every article of the loom or the shop, from the axe

and the hoe up to gala dresses and river steamers.

The man, therefore, who in his native Europe could not buy a cent's worth of American produce, simply by being transferred as a settler in the valley of the Amazon, becomes at once a producer, and one of the best customers comes at once a producer, and one of the best customers to American merchants that it is possible for a commercial people to have. And Europe is ready, as soon as American commerce, backed by American energy, shall give the world tangible evidence of the riches and resources of that country, to pour forth its hordes into it.

Not anly so would its settlement enrich us, but in other respects, also, it would add to our national greatness and recoverity; for it may be set down as an axiom in politiprosperity; for it may be set down as an axiom in politiprosperity: for it may be set down as an axiom in political economy as true as is the catholic proposition of geometry, that, in order that communities of men may forsake the land, take to the sea, use it, and become seamen, it must be easier to earn a living at sea than on the land belonging to such communities. Hence we find the severe climates and barren soils of the North sending forth their young men in crowds down to the sea for a living; but never will men and never have men been known to forsake cheap lands, rich soils, and fine climates for the sea-life.

The valley of the Kennebeck and the Merrimack and the shores of Cape Cod may send forth of their yeoman;

wast area more than twice over. The great Amazonian value is said by the same authority to cover an area of upwards of two millions of square miles in extent.

The Mississippi river is computed to afford a littoral navigation of 15,000 miles in length; some put it down as high as 20,000. But the Amazon and its majestic tri-American merchants, American ships, and American sailors will therefore be the chief competitors for the fetching and the carrying of all that trade to which, in process of time, two or three hundred millions of people in the valley of the Amazon, and which it is capable of sustaining, will

average with navigable streams and water-courses is the most magnetal Atantic slope of South America, that there are nificent in the world. It belongs mostly to Brazil, and our trade with Brazil is already greater than it is with any less through which it is practicable for vessels to cross other country whatever, excepting only England and

From the United States to Rio the voyage is long and

directly encouraged by the United States Government of the waters of the Atlantic have their terminus in New

Your memorialist is opposed to centralization, and therefore, for this as well as for other reasons, prays that Norfolk or Charleston, or some other Southern Atlantic port, may be made the terminus of a line of United States mail

West India islands as may be agreed upon.

Another reason why the preference in this enterprise the Southern ports are nearer than those of the North to the mouth of the Amazon; and to ask that these steamers should pass by Southern ports with South American cor-respondence to be landed at the North, and sent back through the mails to the South, would seem both unfair and unreasonable in your memorialist.

Moreover, he has ventured to specify only one of a series of measures which it may be necessary to adopt in order to develop, for the benefit of American navigation, the great commercial wealth of the Amazon. He contents himself with specifying this one, because, in his judgment, it is highly expedient and of pressing importance.

And, as in duty bound, your memorialist will ever

THE CALORIC SHIP ERICSSON.

The editor of The Boston Evening Transcript gives the following account of this enterprise in his journal of the 5th ultimo, after a personal visit to the works in New York, where the machinery for the new caloric ship is being built, and where also a sixty-horse power trial engine is in operation on this new principle for the produc-

"The idea of substituting a new and superior motive

power for steam will no doubt strike many minds as ex-travagant, if not chimerical. We have been so accustom-

travagant, if not chimerical. We have been so accustomed to regard steam power as the ne plus ultra of attainment in subjecting the modified forces of nature to the service of man, that a discovery which promises to supersede this agency will have to contend with the most formidable preconceptions as well as with gigantic interests. Nevertheless, it may now be predicted with confidence that we are on the eve of another great revolution, produced by the application of an agent more economical and incalculably safer than steam. On Saturday I visited the manufactory, and had the privilege of inspecting Ericsson's caloric engine of sixty horse power while it was in operation. It consists of two pairs of cylinders, the working pistons of which are 72 inches in diameter. Its great ng pistons of which are 72 inches in diameter. aliarities consist in its very large cylinders and pistons, boilers or heaters, there being no other fires employed than those in small grates under the bottoms of the working cylinders. During the eight months that this test-engine has been in operation not a cent has been expend-ed for repairs or accidents. It is a beautiful and imposing object, and conveys the idea of power and symmetry much more impressively than the largest steam engine that I have ever seen. The leading principle of the ca-loric engine consists in producing motive power by the employment of the expansive force of atmospheric air instead of that of steam; the force being preduced by com-pression of the air in one part of the machine, and by its dilitation by the application of heat in another part. This dilitation, however, is not effected by continuous application of combustibles, but by a peculiar process of by which the caloric is made to operate over and over again, viz. the heat of the air escaping from the working cylinder at each successive stroke of the engine is transferred to the cold compressed air entering the same; so that, in fact, a continued application of fuel is only necessary in order to make good the losses of heat occasioned by the unavoidable radiation of the heated parts of the machine. The obvious advantages of this great improvement are the great saving of fuel and of labor in the ma-nagement of the engine, and its perfect safety. A ship carrying the amount of coal that the Atlantic steamers now take for a single trip could cross and recross the Atlantic twice without taking in coal; and the voyage to China or to California could be easily accomplished by a caloric ship without the necessity of stopping at any port to take in fuel. There being no smoke, a short pipe to carry off the carbonic acid gas and other products of combustion is all that is needed. But the great advan-tage of this important improvement, and that which, in the absence of other advantages, would commend it to adoption, is the entire safety of the engine; an explosion Imagine an immigrant, a poor laboring man he may be, to arrive from the interior of Europe, as a settler in the valley of the Amazon. Where he was his labor could but support himself in the most frugal manner, and he was then no customer of ours. But in his new home, where, with a teeming soil and fine climate responding to his husbandry, and where the labor of one day in seven is said to be enough to crown his board with plenty, he works with his wonted diligence, and out of his abundance he has wherewithal of his own produce—coffee it may be, or the works with his wonted diligence, and out of his abundance he has wherewithal of his own produce—coffee it may be, or evitable. But in the caloric engine the only result from danger or spices, or gums, or cocoa, or rice, or tobacco, or fuel for the space of three hours before the speed is even slackened. Thus you have nothing to fear from a sleepy engineer or an ambitious captain; and all the while not one-quarter the amount of attendance and labor required to keep a steam engine in motion will be needed. A caloric ship of 2,200 tons, to be called the Ericsson, is now in process of construction, and is in such a state of for-wardness that she will be in frames by the end of next week. She is a very beautiful model, and is the admira-tion of all ship-builders for her remarkable strength, being admitted to have the strongest bottom of any ship in New York. The machinery is more than half pleted. I saw three out of the four working cylin the paddle-wheels, all the valves and valve chests, the main links and connecting rods, the bed plates, and main pillar blocks, and various other parts of the engines, all of them massive forms of metal, cast with the utmost pre-cision and smoothness. The cylinders are 168 inches in diameter—72 inches larger than those in the Collins steamers. The Ericsson will be ready for sea by October next; and her owners intend to take passengers at a reduced price in consequence of the reduced expenses under the new principle. The ship belongs to Mr. John B. Kitching and a few other wealthy men. The Ericsson will be commanded by Captain Lowber."

Mr. Webster's Quotation.—Some persons have expressed surprise that Mr. Webster, in his Fancuil Hall speech of Saturday, should have attributed to Johnson the lines-

"How small of all that human hearts endors,
That part which Kings or laws can cause or cure,"
which lines are found in Goldsmith's Poem of "The Traveller."
The following passage from Boswell's Life of Johnson

may throw some light upon the matter. Boswell, in speaking of Goldsmith's Poem of The Traveller, says: And here it is proper to settle, with authentic precision, what has one floated in public report as to Johnson being himself the author of considerable part of that poem. Much, no doubt, both of the sentiments and expressions, were derived from conversation with him; and twas certainly submitted to his friendly revision; but in the year 183 he, at my request, marked with a pencil the lines which be had urnished, which are only line 240th—

"To stop too fearful, and too faint to go;"

and the concluding ten lines except the last couplet but of These ten lines begin— " How small of all that human hearts endure.
That part which Kings or laws can cause of

On Friday the complaint of Henry Clark and others, of the Park Church, Newark, against the Synod of New York and New Jersey, was taken up as the business in order. Succeeding the perusal of the voluminous records and documents relating to the subject, it was, on motion

of Hon. Mr. JESSUP, determined that the Assembly had no jurisdiction in the matter. The complaint of Franklin Knox against the Synod of

Missouri was then taken up. The Moderator, Dr. ADAMS, just before adjournment, addressed the Assembly in a beautiful address, intimating his purpose to leave the Assembly on the succeeding day. On Saturday morning the interesting and exciting question of Church Extension was resumed and rediscuss with great unction until the usual time of adjournment. Monday's Session .- By reason of the retirement of Dr.

ADAMS from the Moderatorship of the Assembly, a successor pro tem. was appointed in the person of Dr. BEMAN. An effort to get up resolutions from committee declining action on memorials touching the subject of alavery was overruled. A discussion then ensued on the order of the day, which was a report on domestic missions and the building of church edifices, which, after a motion of Rev. Mr. Hover to refer the matter to a select committee, with power to confer with the Home Mission Society as to the best means of securing the objects sought to be at ained,

Dr. TAYLOR, from the Committee of Twelve on Church Extension, &c. reported a plan, which was accepted.

The deferred debate on home missions and church buildings was then resumed, and finally Mr. Hover's proposition to refer to a committee of five was adopted. In the evening session, the members of the committee

under Mr. Hovey's motion were announced to be Dr. Duffield, Dr. Beman, Dr. Patterson, Dr. Miles, and Judge A resolution submitted by Judge DARLING was adopted,

tendering the acknowledgments of the Assembly to the citizens of Washington for their hospitalities; to the Rev. JNO. C. SMITH and others, and to the Moderator Dr.

The Assembly met again at 8 P. M., and, at the conclusion of their session at half-past 11 o'clock, adjourned

Removal of the Wreck of the Steam-Frigate "Mis-

souri" from the Bay of Gibraltar. We are authorized to sate that, according to the authority conferred by Congress on the Navy Department, and an appropriation of a sum not exceeding \$80,000, (by the Navy appropriation act of 3d March, 1851,) a contract was concluded with Messrs. Wells & Gowen, of Boston, to remove the wreck of the steam-frigate Missouri from the

bay of Gibraltar for the sum of \$59,000. Two years from the date of the contract (9th of April. 1851) was the period stipulated for the completion of the work. It has been executed in less time, to the entire satisfaction of the British authorities at Gibraltar, and the harbor and anchorage at that port "are now perfectly freed from all the obstructions which the said wreck had caused to its navigation and the safety of the shipping lying there."

KILLING WHALES BY ELECTRICITY .- The New Bedford fercury describes a process invented by Profers SOMERS-BURG and BUCKSTON, of Bremen, and brought forward at New Bedford by Mr. HEINEKEN, an intelligent merchant of Bremen, for killing whales, at the moment of striking them with the harpoon, by means of electricity. The object of the expedient is to produce an immediate paralysis of the vital powers of the whale at the moment at which he is struck, so as to obviate the danger, the labor, and the hazard of loss from the struggles of the whale after he is struck. The process is thus described by the Mer

"The electricity is conveyed to the body of the whale from an electro-galvanic battery contained in the boat, by means of a metallic wire attached to the harpoon, and so arranged as to reconduct the electric current from the whale through the sea to the machine. The machine itself is simple and compact in construction, enclosed in a strong chest weighing about 350 pounds, and occupying a space in the boat of about three and a half feet long by two feet in width and the same in height. It is capable of throwing into the body of the whale eight tremendous shocks of electricity in a second, or nine hundred and fifty shocks in a minute, paralyzing in an instant the muscles of the whale, and depriving it of all power of notion, if not actual life."

A METEOR .- Mr. ALFRED LODER communicates to the New York Journal of Commerce the following account of a meteor recently observed by him at sea :

a meteor recently observed by him at sea:

"On board the R. M. screw-steamer Merlin, lat 23 25 N., lon. 64 55 W., at half past 11 P. M. on the night of May 21st, I observed a most splendid meteor. It ignited or commenced about 60° above the N. W. part of the horizon, and proceeded in an easterly direction for the space of 45°, when it exploded. This meteor was fifteen minutes in diameter, and left a train of sparks behind it full five degrees long. When it burst it lit up the whole ship. A steady, fresh trade wind, with clear weather at the time. I had observed four meteors during the three hours previously, but none of them larger in appearance than the star Sirius. The time taken by the above meteor in travelling the 45° was about four or five seconds."

chusetts once related to us an instance of the preven-tion of hydrophobia, after the bite of a dog known to be tion of hydrophobia, after the bite of a dog known to be rabid, by salivation with mercury. We are reminded of this by finding in a Southern paper the statement of a writer, who says that in the county of Powhatan, Va., in August, 1797, he saw a servant boy of his father's seized by a mad dog, which bit him in a dozen places, inflicting ghastly wounds. An eminent physician being sent for, he had the wounds washed with castile soap, and a plaster of mercurial cintment applied to the wound. Calomel pills were administered in the interim, causing salivation. The boy recovered, and was living a few years ago, never having manifested the slightest symptoms of hydrophobia. A horse and two cows known to have been bitten by the same dog the ensuing day went mad and died.

A Canada paper records the death of Mr. Chas. BOUCHER, of Berthier, District of Montreal, at the advanced age of 106. He was married to three wives, with whom he had sixty children! He leaves to deplore his loss forty-three children, sixty-six grand children, thirteen great grand children, twenty-eight nephews, seventy grand nephews, eighteen great grand nephews, and a large circle of friends, who assisted at his funeral, which took place on the 12th of April with great solemnity.

Babes in the Woods .- On Saturday afternoon, about 3 o'clock, two infants were found in the woods of Mr. Thomas Allibone, between the West Chester road and Baltimore turnpike. The babes are supposed to have been left there to perish. One of them was a boy apparently three weeks old, the other a girl, probably ten days or two weeks old. They were both together, and quite lively. The foundlings were taken to the Blockley Almshouse by order of the Overseer of the Poor of the District.-Philadelphia Bulletin

AN EASY NATURED FARMER-THE TRUE MAHOMETAN Spirit.—The Detroit Advertiser relates the following example of a resignation, usual among Americans: